VFR TERMINAL AREA CHART
LOS ANGELES

VFR TERMINAL AREA CHART
LOS ANGELES
SCALE 1:250,000

L 89 a/059-2

19th EDITION, July 27, 1989
Includes navigational information effective July 27, 1989
Consult appropriate NOTAMs and Flight Information Publications for supplemental data and operations.

LOS ANGELES TERMINAL CONTROL AREA

125
50

LOS ANGELES TERMINAL CONTROL AREA (TCA)

CONFORMANCE WITH ATC CLEARANCE/PROCEDURES REQUIREMENTS: Pilots must not operate an aircraft within the Los Angeles TCA unless they have received an appropriate ATC clearance. Pilots of aircraft equipped with 4096 code transponders must squawk assigned code and Mode C while operating within the TCA.

1. Operations of aircraft to or from primary airports within the Los Angeles TCA are governed by the following:
   a. Pilots must establish two-way radio communication with the ATC facility having jurisdiction over the area before entering that area.
   b. The pilot in command of a civil aircraft must, while in the area, maintain a listening watch on the appropriate frequency.
   c. No person may operate a civil aircraft to or from an airport within the TCA or operate a civil aircraft within the TCA unless it is equipped with an operable two-way radio capable of communicating with ATC on appropriate frequencies for the TCA.
   d. No person may take off a civil aircraft from a primary airport within the TCA unless that aircraft is in two-way radio communication with ATC as soon as practicable after takeoff.
   e. No person may land a civil aircraft at a primary airport within the TCA unless, at least 10 minutes before the estimated time of arrival, he has established two-way radio communication with ATC.
   f. No person may operate a civil aircraft within the TCA unless it has the applicable ATC transponder and automatic altitude reporting equipment.
   g. No person may operate a civil aircraft within the TCA unless it is equipped with a functioning encoding altimeter system which has been tested within the preceding 24 calendar months and found to comply with the applicable requirements of FAR 91.217.
   h. No person may operate a civil aircraft within the TCA unless it has the applicable ATC transponder and automatic altitude reporting equipment.
   i. No person may operate a civil aircraft within the TCA unless it is equipped with a functioning encoding altimeter system which has been tested within the preceding 24 calendar months and found to comply with the applicable requirements of FAR 91.217.
   j. No person may operate a civil aircraft within the TCA unless it is equipped with a functioning encoding altimeter system which has been tested within the preceding 24 calendar months and found to comply with the applicable requirements of FAR 91.217.
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   s. No person may operate a civil aircraft within the TCA unless it is equipped with a functioning encoding altimeter system which has been tested within the preceding 24 calendar months and found to comply with the applicable requirements of FAR 91.217.
   t. No person may operate a civil aircraft within the TCA unless it is equipped with a functioning encoding altimeter system which has been tested within the preceding 24 calendar months and found to comply with the applicable requirements of FAR 91.217.
   u. No person may operate a civil aircraft within the TCA unless it is equipped with a functioning encoding altimeter system which has been tested within the preceding 24 calendar months and found to comply with the applicable requirements of FAR 91.217.
   v. No person may operate a civil aircraft within the TCA unless it is equipped with a functioning encoding altimeter system which has been tested within the preceding 24 calendar months and found to comply with the applicable requirements of FAR 91.217.
   w. No person may operate a civil aircraft within the TCA unless it is equipped with a functioning encoding altimeter system which has been tested within the preceding 24 calendar months and found to comply with the applicable requirements of FAR 91.217.
   x. No person may operate a civil aircraft within the TCA unless it is equipped with a functioning encoding altimeter system which has been tested within the preceding 24 calendar months and found to comply with the applicable requirements of FAR 91.217.
   y. No person may operate a civil aircraft within the TCA unless it is equipped with a functioning encoding altimeter system which has been tested within the preceding 24 calendar months and found to comply with the applicable requirements of FAR 91.217.
   z. No person may operate a civil aircraft within the TCA unless it is equipped with a functioning encoding altimeter system which has been tested within the preceding 24 calendar months and found to comply with the applicable requirements of FAR 91.217.

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U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

C 55.416/11:

SHORELINE ROUTE
VFR ONLY

REQUIREMENTS OF FAR 91.24 AND 91.90 SHALL BE MET.

SHORELINE ROUTE NORTHBOUND: Enter the Los Angeles TCA northbound abeam the El Segundo Refinery at and remain 1 to 2 mile offshore to exit the TCA abeam Marina Del Rey. Maintain altitude as assigned by ATC.

SHORELINE ROUTE SOUTHBOUND: Enter the Los Angeles TCA southbound abeam Marina Del Rey at and remain 1 to 2 mile offshore to exit the TCA abeam the El Segundo Refinery. Maintain altitude as assigned by ATC.

Note: In the event the shoreline is obscured request radar vectors.

REMAIN CLEAR OF THE TCA UNTIL RECEIVING SPECIFIC ATC APPROVAL TO ENTER

HOLLYWOOD PARK ROUTE
VFR ONLY

CONTACT LOS ANGELES APPROACH CONTROL ON 134.9 OR 363.2
VNY L134
VAN NUYS
AVAILABLE ALTITUDES 7500' - 12500'
(Note: Route may not be available when Runways 6 & 7 in use at LAX)
VTU 075°
VNY 140°
LOS ANGELES TCA
LOS ANGELES INTL (LAX)
HOLLYWOOD PARK
LONG BEACH
SLI 251°
ATC CLEARANCE REQUIRED
QUEEN MARY/ SPRUCE GOOSE
CONTACT LOS ANGELES APPROACH CONTROL ON 134.9 OR 363.2

REQUIREMENTS OF FAR 91.24 AND 91.90 SHALL BE MET.

HOLLYWOOD PARK ROUTE NORTH/SOUTHBOUND: Enter the Los Angeles TCA north/southbound established on and follow the Van Nuys 140 radial until exiting the TCA. Maintain altitude as assigned by ATC.

note: if the VNY VOR is out of service navigate visually along a line between the Van Nuys airport, Hollywood Park, and the Queen Mary/Spruce Goose dome, or request radar vectors.

REMAIN CLEAR OF THE TCA UNTIL RECEIVING SPECIFIC ATC APPROVAL TO ENTER

CONTROL TOWER FREQUENCIES ON LOS ANGELES TERMINAL AREA CHART

Airport Traffic Service frequencies are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Selected outlying frequencies for each control tower are tabulated in the following tables. No tone or modulation is required to transmit on these frequencies. Pilots should monitor the primary VHF local control frequency and the primary VHF and UHF military frequencies, when available. An asterisk (*) follows the part time tower frequency indicated by the calculated full time FSS frequency. Unless otherwise noted, Mode C transponder is required. Hours shown are local time. Radio call provided if different from airport name.

Automatic Terminal Information Service (ATIS) frequencies, shown on the face of the chart are normal arriving frequencies, of which numerous variations are published below.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
BEALE AFB		0700-2100	134.4	118.3	
BURBANK (GLENDALE-PASADENA)	BURBANK	CONTINUOUS	134.0	118.7 234.0	
CHINO		0730-2130	121.15	118.3	
EDWARDS AFB		0600-2200	126.7	118.5	
EL TORO	EL TORO	0700-2300 MON-THU; 0700-2000 FRI; 0800-1900 SAT & SUN	117.1 284.2	355 380.2	ASR PAR
FALLON		0730-2200	125.05	118.1	
GEORGE AFB		0730-2200	128.6	121.1 257.8	
HAWTHORNE (JACK NORTHROP FIELD)	HAWTHORNE	0800-2345	135.0	118.6 126.8 379.4	
HEMET-RYAN		0800-2345	127.75	119.4 120.5 257.8	
IMPERIAL COUNTY		0800-1400 SAT-MON; 0730-2100 TUE-FRI		123.85 347.5	ASR PAR
LONG BEACH-DAUGHERTY FIELD		CONTINUOUS	449 133.8	120.95 133.9	
LOS ANGELES INTL		CONTINUOUS	269 135.65	128.1	ASR PAR
MARCH AFB		CONTINUOUS	270	127.65 353.5	ASR PAR
NORTON AFB		CONTINUOUS		119.45 120.1	
ONTARIO INTL		0700-2300	124.75	120.6 385.6	
OXNARD		0700-2000	128.6	121.2 257.8	
PALMDALE		0700-2200	118.15	120.1 257.8	
RIVERSIDE MUNI		0700-2400	135.6	118.9 134.0 257.8	
SAN BERNARDINO INTL		0700-2200 MON-THU; 0600-2200 FRI; 0800-2200 SAT & SUN	384.5	126.2 330.1	ASR PAR
SANTA ANA		CT CHECK NOTAMS			
VANDENBERG AFB		0800-0345	118.45	119.1 120.2 239.0	
VENTURA		0800-2045		133.1	

ARSA, TRSA AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

BURBANK ARSA	120.4 360.6 VNY (R) - BUR (DEP) 134.2 338.2 VNY (E) - ONT 135.05 317.5 BUR (SW) - LAX 124.6 395.9 BUR (NE) VNY (NE)
EL TORO ARSA	121.3 263.1 (WEST/NORTHWEST) 124.65 347.9 (SOUTHWEST/WEST) 132.7 380.2 (SOUTHEAST/SOUTHWEST BELOW 4000') 134.1 323.1 (EAST/SOUTHEAST ABOVE 4000')
ONTARIO/NORTON AFB/MARCH AFB ARSAS	127.25 318.2 (NTH/NORTHEAST) 119.65 327.5 (NORTHEAST/EAST) 134.0 378.3 (EAST/SOUTH) 135.6 295.7 (SOUTH/SOUTHWEST) 125.5 351.1 (SOUTHWEST/NORTH)

SPECIAL USE AIRSPACE ON LOS ANGELES TERMINAL AREA CHART

Unless otherwise noted altitudes are MSL and in feet. Time is local. Contact nearest FSS for information. *Other time by NOTAM; contact FSS.

The word "TO" on altitude means "to and including." FL - Flight level. NO A/G - No air to ground communications.

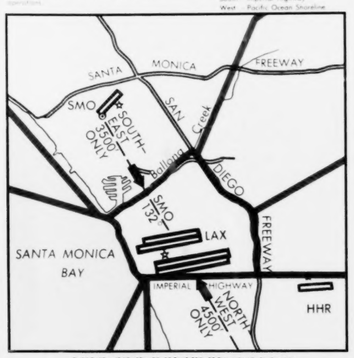
U.S. P-PROHIBITED, R-RESTRICTED, A-ALERT, W-WARNING, MOA-MILITARY OPERATIONS AREA

NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
P-2503	CAMP PENDLETON, CA	TO 15,000	0600-2400 (2 BY NOTAM, 24 HOURS IN ADVANCE	ZLA CNTR
R-2533	OCEANSIDE, CA	TO 2000	CONTINUOUS	COAST TRACON
W-290	SAN DIEGO, CA	TO FL 800	INTERMITTENT	ZLA CNTR

LOS ANGELES SPECIAL FLIGHT RULES AREA

ALTITUDE: 3,500 to 4,500' MSL inclusive.
NOTE: Altitudes above 3,300' and below 3,500' MSL reserved to accommodate SFRA operations.

LATERAL LIMITS:
North - Ballona Creek
East - San Diego Freeway
South - Imperial Highway
West - Pacific Ocean Shoreline



TURBOJET AIRCRAFT ARE PROHIBITED FROM USING THIS AREA

The following rules shall be adhered to when utilizing the LOS ANGELES SPECIAL FLIGHT RULES AREA.

The Flight shall not require communications with or a clearance from Air Traffic Control.

The Flight shall be conducted under visual flight rules and only in compliance with FAR 91.105.

Aircraft shall be equipped with an operating transponder with automatic altitude encoding (Mode C) and shall squawk 1201 prior to entering and while operating in this area.

Pilots shall have a current Los Angeles Terminal Area Chart in the aircraft.

Pilots shall navigate via the Santa Monica 132 radial, remaining between the San Diego Freeway and the Pacific Ocean Shoreline at all times.

Southeast bound aircraft shall be in level flight at 3,500 feet MSL.

Northwest bound aircraft shall be in level flight at 4,500 feet MSL.

Indicated airspeed shall not exceed 140 knots.

Anticollision light, and aircraft position navigation lights shall be on. Use of landing lights is recommended.

Frequency 122.75 is provided for the exchange of information between pilots using this area.

TURBOJET AIRCRAFT ARE PROHIBITED FROM USING THIS AREA.

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all telephone, telegraph and power transmission lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment of the charted route centerline will be indicated in the Aeronautical Chart Bulletin of the Airport Facility Directory. Also, the VFR Wall Planning Chart is issued every 56 days and displays current route configurations and a composite tabulation of altitudes along these routes.

Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.

Entire area of this chart is within the Pacific Standard Time Zone. +8 hr GMT (+9 hr GPC)

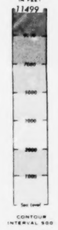
NOTICE TO USERS OF THIS CHART

You are urgently requested to inform us of corrections and additions that come to your attention while using this chart. Postage-paid Chart Correction cards are available at authorized chart sales agents and at FAA Flight Service Stations. Where delineation of data is required, such information should be indicated clearly and accurately on a current chart (a replacement copy will be returned). Mail to: National Ocean Service, NOAA, N/CG31, 6010 Executive Blvd., Rockville, MD 20852 or call toll-free 800-626-3677.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF). The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 125



Uncontrolled airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within the Continental Control Area, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service. FAA Advisory Circular (AC) 91-36C, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper most rim of a canyon or valley.

Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

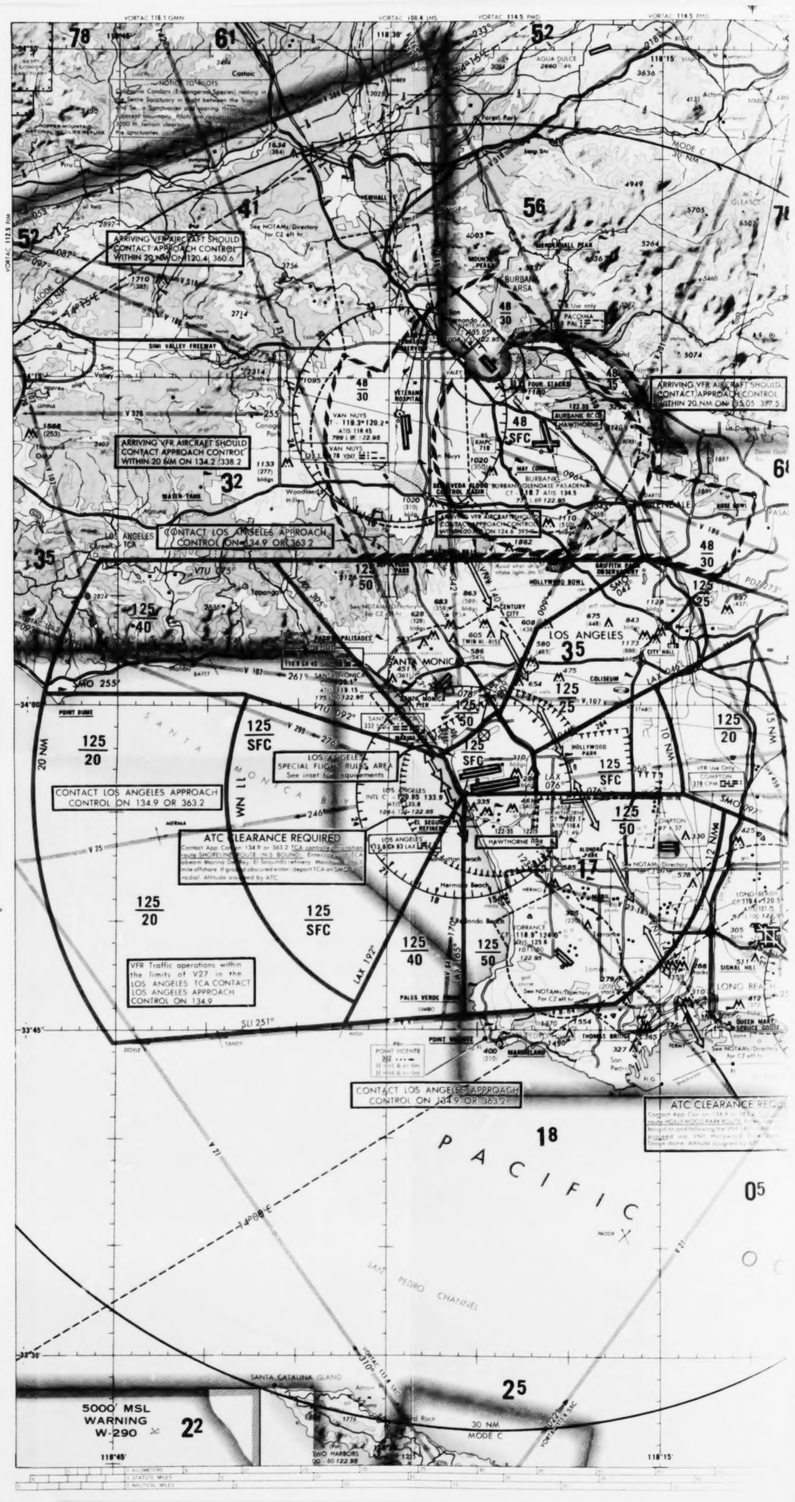
Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas and U.S. Forest Service Wilderness and Primitive areas.

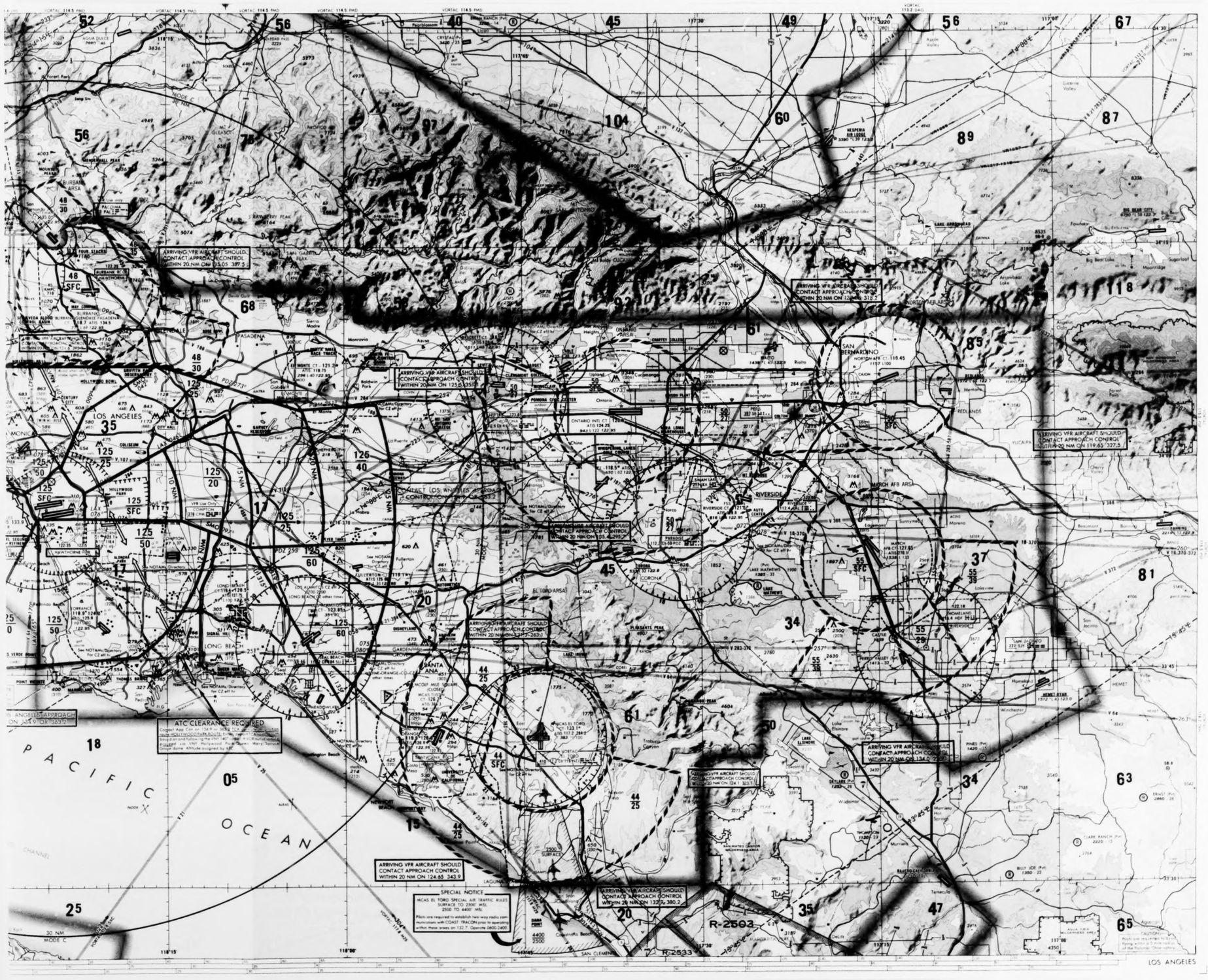
Features normally used as check points for controlling VFR traffic are emphasized on this series of charts as they may be readily identified.

Example: ◆POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CONVERSION OF ELEVATIONS


ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL WITHIN 20 NM ON 120.4 360.6
ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL WITHIN 20.6M ON 134.2 (338.2
CONTACT LOS ANGELES APPROACH CONTROL ON 134.9 OR 363.2
LOS ANGELES SPECIAL FLIGHT RULES AREA See inset for requirements
ATC CLEARANCE REQUIRED
VFR Traffic operations within the limits of V27 in the LOS ANGELES TCA CONTACT LOS ANGELES APPROACH CONTROL ON 134.9
ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL WITHIN 20 NM ON 135.01 397.3
5000' MSL WARNING W-290
PACIFIC
SANTA CATALINA ISLAND
SAN PEDRO CHANNEL
30 NM MODE C


LOS ANGELES
PACIFIC
OCEAN
ATC CLEARANCE REQUIRED
SPECIAL NOTICE
ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL WITHIN 20 NM ON 124.65 343.9
ARRIVING VFR AIRCRAFT SHOULD CONTACT APPROACH CONTROL WITHIN 20 NM ON 119.65 327.5
R-2503
R-2533
MARCH AFB ARSA
SAN BERNARDINO
RIVERSIDE
LOS ANGELES

LOS ANGELES

CHARTED VFR FLYWAY PLANNING CHART
(ALSO INCLUDES VFR TRANSITION ROUTES)

SCALE 1:250,000

LEGEND

AIRPORTS

Paved Runways — BRACKE

Unpaved Runways — THOMPSON

NAVIGATIONAL AIDS

VORTAC — LAX 113.6

VOR/DME — VNY 113.1

Non-Directional Radio Beacon — LKA 257

RESTRICTED AND WARNING AREAS

R-2503

CONTROL ZONE

SURFACE AREAS

TCA

ARSA

TERMINAL CONTROL AREA (TCA)

TCA BOUNDARY

AIRPORT RADAR SERVICE AREA (ARSA)

ARSA BOUNDARY

125 / 50 — CEILING IN HUNDREDS OF FEET MSL / FLOOR IN HUNDREDS OF FEET MSL

MODE C (SEE F.A.R. 91.24 AIM)

SUGGESTED VFR FLYWAY AND ALTITUDE

1500 | 4500

VFR TRANSITION ROUTE (ATC CLEARANCE REQUIRED)

ALTITUDE ASSIGNED BY ATC

Features normally used as check points for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: ■ MARINELAND

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

MOUNTAIN TOP OR PEAK AND SPOT ELEVATION

11499

SUGGESTED VFR FLYWAY AND ALTITUDE

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE LOS ANGELES AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED TCA/ARSA. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE TCA/ARSA BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

THE ENTIRE LOS ANGELES AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN AIRPORT TRAFFIC AREAS (ATAs).

VFR TRANSITION ROUTES

THIS CHART ALSO IDENTIFIES VFR TRANSITION ROUTES IN THE LOS ANGELES TCA. OPERATION ON THESE ROUTES REQUIRES ATC AUTHORIZATION FROM LOS ANGELES APPROACH CONTROL UNTIL AUTHORIZATION IS RECEIVED, REMAIN OUTSIDE TCA AIRSPACE. DEPICTION OF THESE ROUTES IS TO ASSIST PILOTS IN POSITIONING THE AIRCRAFT IN AN AREA OUTSIDE THE TCA WHERE ATC CLEARANCE CAN NORMALLY BE EXPECTED WITH MINIMAL OR NO DELAY. ON INITIAL CONTACT, ADVISE ATC OF POSITION, ALTITUDE, ROUTE NAME DESIRED, AND DIRECTION OF FLIGHT. REFER TO CURRENT LOS ANGELES VFR TERMINAL AREA CHART FOR USER REQUIREMENTS.

NOTE: The following features have been changed or added on this edition of the Los Angeles Charted VFR Flyway Planning Chart:

- Special Flight Rules Area and VFR Transition Routes
- Shading of TCA and ARSA areas that extend upwards from the surface
- Color changes to ARSA outlines and Highways
- Populated areas

These changes are for evaluation and are unique to this chart.

AGUA DULCE

MODE C 30 NM

SAN FERNANDO RESERVOIR

PAI 370

BURBANK ARSA

VNY 113.1

VAN NUYS

SFC

RESERVOIR

WATER TANK

EVEN + 500

HOLLYWOOD BOWL

DODGER STADIUM

CITY HALL

SMO 110.8

SQQ 332

MALIBU BEACH

POINT DUME

LOS ANGELES SPECIAL FLIGHT RULES AREA

Refer to current Los Angeles VFR Terminal Area Chart for additional user requirements.

SANTA MONICA BAY

LAX 133.8

HAWTHORNE

CPM 378

COMPTON

TORRANCE

LONG BEACH

MARINELAND

THOMAS BRIDGE

QUEEN MARY/ SPRUCE GOOSE

SLI 115.7

MEADOWLARK

SAN PEDRO BAY

PACIFIC OCEAN

MT. WILSON 5710

SAN GABRIEL RESERVOIR

MORRIS RESERVOIR

SANTA ANITA RACE TRACK

SANTA FE FLOOD CONTROL BASIN

EL MONTE

EMT 359

POM 110.4

POM 251°

ONTARIO INTL

ONTARIO ARSA

CHAFFEY COLLEGE

RIALTO

NORTON AFB

NORTON AFB ARSA

REDLANDS

SB 397°

CAUTION
HIGH PERFORMANCE AIRCRAFT
DESCENDING VICINITY CAJON PASS

BELOW 9500

CHINO

LKA 257

RAL 112.4

RIVERSIDE

PDZ 112.2

PRADO FLOOD CONTROL BASIN

CORONA

MARCH AFB ARSA

MARCH AFB

RIVERSIDE RACEWAY

PERRIS RESERVOIR

CAUTION
INTENSIVE MILITARY JET AIRCRAFT
VICINITY OF NORTON/MARCH AFB

SJY 227

(PVT) PERRIS VALLEY

MDF 133.4

HEMET-RYAN

BELOW 7500 & ABOVE 5500

SANTIAGO PEAK

LAKE ELSINORE

RAILROAD CANYON RESERVOIR

LAKE MATHEWS

LAKE IRVINE

ANAHEIM STADIUM

LOS ALAMITOS AAF

MILE SQUARE (CLOSED)

NZJ 410 117.2

MCAS EL TORO

EL TORO ARSA

JOHN WAYNE ORANGE

UNIVERSITY OF CALIFORNIA

NEWPORT BAY

POWER PLANT

MCAS TUSTIN

DANA POINT

4400
2500

2500 SURFACE

SPECIAL NOTICE
NCAS EL TORO SPECIAL AIR TRAFFIC RULES
SURFACE TO 2500' MSL
2500 TO 4400' MSL
Pilots are required to establish two-way radio communications with COAST TRACON prior to operating within these areas on 132.7. Operate 0800-2400.

CAUTION
FLIGHTS BELOW 2000 MSL
RESTRICTED IN R-2533

R-2503
SFC TO 15000

R-2533
SFC TO 2000

THOMPSON

RANCHO CALIFORNIA

BIG BEAR CITY

LAKE ARROWHEAD

SILVERWOOD LAKE

HESPERIA AIR LODGE

BANNING

LAKE CASTAIC

LAKE PIRU

LAKE HUGHES

LAKE ELIZABETH

LAKE LUCERNE

MOJAVE RIVER

RABBIT LAKE

BIG BEAR LAKE

ELEVATIONS: 7124, 9399, 8038, 10064, 6164, 4003, 4636, 5737, 5699, 7882, 10860, 11499, 4624, 5488, 3275, 2704, 5140, 4007, 5700, 4604, 3343, 3040, 1164, 2574